

New Software for PGM Tester: SN122P

The latest PGM Tester software version SN122P (1/10/01) was sent to your service manager on the February HONDANET CD. To load the software into your PGM Tester, use your 8MB program card and the normal updating procedure (see the article "How to Install PGM Tester Software" in the October '98 issue of *ServiceNews*).

Here's some important info on SN122P:

- The PGM Tester captures and stores PGM-FI DTC data, then downloads it to HONDANET 2000 for warranty administration.
- You *must* download DTC information from the PGM Tester to the HONDANET DCS workstation before the **25th DTC** is captured or within **15 days** (whichever happens first) to make sure the PGM Tester's memory capacity isn't exceeded.
- If you do *not* download the DTCs before the **25th DTC** or the **15th day**, the PGM Tester becomes inoperative and displays the message "Send DTC Codes."
- If your PGM Tester has become inoperative because you've exceeded either the **25th DTC** or **15-day** limit, you'll need to download *all* the DTCs. Refer to S/B 01-029, *Capturing and Downloading DTCs With the PGM Tester*, filed under Tools, for details.

No PGM Tester-to-PCM Communication on Passport

On '00-01 Passports, if the PGM Tester doesn't communicate or stops communicating with the PCM during troubleshooting, wait a few moments to see if communication resumes. If nothing happens, try cycling the ignition key with the PGM Tester connected; this method usually restores communication. But if it doesn't work, try turning the PGM Tester off then on again. Using these methods will get things working again, but be patient; on some vehicles it could take you up to **10** tries to restore communication.

Navi System DVD Read Error: '00-01 Odyssey EX

On '00-01 Odyssey EXs, if the navigation system repeatedly displays a DVD read error message, install a known-good DVD that's *not* version 2.02 or 2.022. If the problem goes away, replace the disc; if the problem continues, replace the navigation system control unit.

S/M Fix: A/T Removal, '99-01 Odyssey

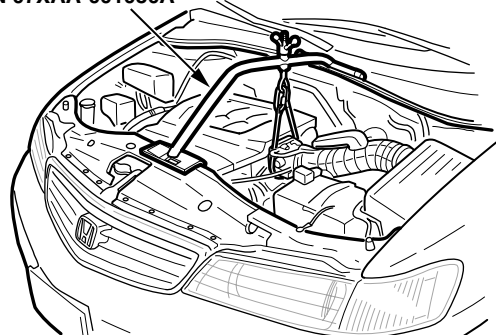
Step 23 on page 14-151 of the 1999-01 Odyssey Service Manual says to use an engine hanger (P/N AAR-T-1256) to lift and support the engine/transmission assembly during A/T removal. That tool was discontinued and has since been replaced by a different tool, T/N 07XAA-001030A.

Cross out the text and illustration in step 23, and replace it with this:

- 23. Lift and support the engine/transmission assembly with an engine support fixture (T/N 07XAA-001030A, available through the American Honda Tool and Equipment Program). Position the tool over the hood latch. Loop the cable around the throttle body, and tighten the wing nut on the tool by hand until the cable is tight.**

Use this illustration for reference, and make a note in the S/M that says to refer back to this article.

**ENGINE SUPPORT FIXTURE
T/N 07XAA-001030A**



Black Smoke on Hard Acceleration: '97-01 Prelude

On '97-01 Preludes, at wide-open throttle, you may see what looks like black smoke coming from the exhaust pipe. That smoke is just soot in the exhaust system. It's a normal characteristic and *not* a reason for concern. This soot also collects on the rear bumper because of the aerodynamic turbulence behind the vehicle.

Helm Publications Order Complaints? Let Us Know

When ordering publications from Helm, if you feel their customer service rep is less than courteous or helpful, please get their name. Then call the Service Communications Department at **310-783-3461** or **310-783-3458**; we'd *really* like to know about it. Your business with Helm should be a pleasant and convenient experience.

Engine Oil Consumption: '96-01 Passport

On '96-01 Passports, it's *not* uncommon for vehicles to consume a quart of engine oil every 3,000 miles. Short trips, stop-and-go driving, extended idling, trailer towing, and tired engine oil, can all increase oil consumption.

Here's a typical scenario:

- **3,000** miles after an oil and filter change, the dipstick reads 1 quart low.
- **2,000** miles later, **5,000** miles after an oil change, the dipstick reads 1 quart low.
- **1,000** miles later, **6,000** miles after an oil change, the dipstick reads 1 quart low.
- **1,000** miles later, **7,000** miles after an oil change, the dipstick reads 1 quart low.

Although this vehicle consumed 4 quarts of oil between oil changes, there's no real problem with the vehicle. This rate of engine oil consumption can happen when a vehicle is driven under Severe Conditions but maintained at Normal Condition intervals.

If the engine oil consumption matches this scenario, use the maintenance schedule for Severe Conditions, and change the oil every 3,750 miles. And under Severe Conditions, make sure you use 10W-30 grade engine oil, *not* 5W-30 grade.

Navi System Security Codes on '00-01 Odyssey EX

On '00-01 Odyssey EXs with the navigation system, if the system repeatedly asks you for the four-digit security code when it powers up, enter the code. If the system asks you to park the vehicle outside so it can get a GPS signal (the display screen shows red text on a gray background), the control unit is OK, but it may have lost power or ground. Inspect the battery backup B+ (C2) and ground (C4) inputs and the fit of the terminals.

If the navigation system repeatedly asks you for the four-digit security code at power-up, but it does *not* ask you to park the vehicle outside to get a GPS signal (the display screen looks normal), the control unit is probably defective and *must* be replaced.

Correct Temp Gauge Article

In the February '01 issue of *ServiceNews*, the article "Use the Correct Temp Gauge in '01 Odyssey" should read "The gauge for the '99-00 models is controlled by a separate sensor. . ."

Wind Noise From the Roof Rack: '99-01 Odyssey

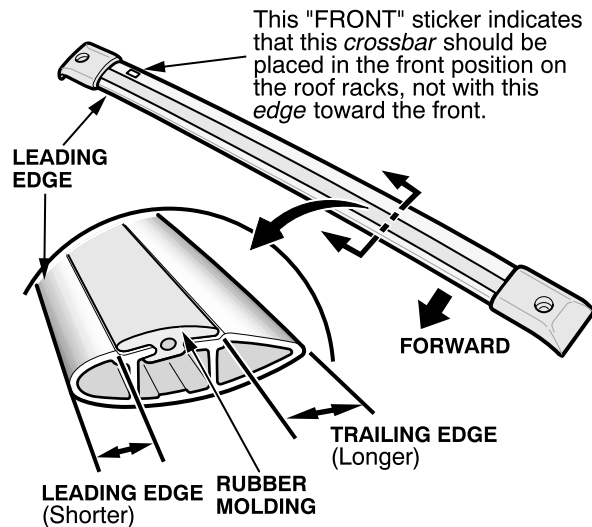
NOTE: Although we just printed this article in the March issue of *ServiceNews*, we thought for your convenience, we'd include it again, this time with an illustration showing you the correct placement of the cross bars.

On '99-01 Odysseys, the roof rack cross bars can cause wind noise or a buffeting noise from the rear of the vehicle when driving at highway speeds. If you suspect the cross bars are causing the noise, remove the cross bars, and test-drive the vehicle. If the noise goes away, replace both cross bars with the appropriate cross bar set. Here's the ordering info:

Cross Bar Set ('99-01 Odyssey EX Models):
P/N 08L04-S0X-101F, H/C 6663637

Cross Bar Set ('99-01 Odyssey LX Models):
P/N 08L04-S0X-100H, H/C 6694657

When you install the cross bar set, make sure you face each cross bar with the shorter, rounded leading edge toward the *front* of the vehicle and the longer, tapered, trailing edge toward the *rear* of the vehicle. (Think of it like an airplane wing.)



Service for Ilco Immobilizer Key Code Duplicator

If your Ilco Immobilizer Key Code Duplicator should need repair, contact Ilco by

Mail: Ilco Unican USA, Inc.
400 Jeffreys Road
Rocky Mount, NC 27804

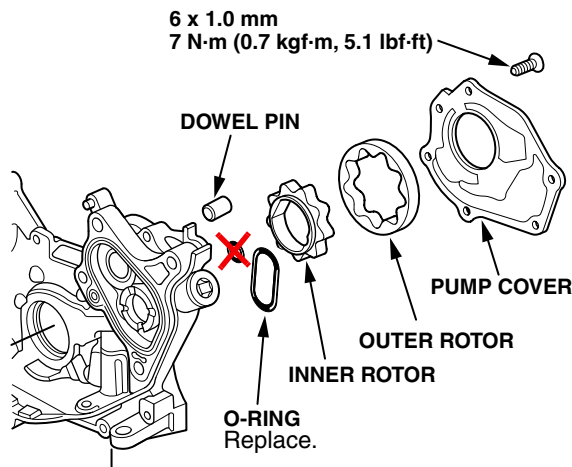
Phone: 800-334-1381

FAX: 252-446-4702

Internet: www.ilcounican.com

S/M Fix: Oil Pump O-Ring, '98-01 Accord L4

On page 8-7 of the 1998-01 Accord Service Manual, the exploded view for Oil Pump Overhaul, shows a small, round O-ring next to a large, rectangular one. This small, round O-ring is *not* used on these models and is *not* needed for proper oil pump operation. Cross out the small, round O-ring on this page.



Use 2-Amp Fuse in Security System: '01 Civic

On '01 Civics, when installing the security system, make sure you remove the 10A fuse in the No. 15 slot of the under-dash fuse/relay box, and replace it with the 2A fuse from the kit. The original 10A fuse has too much capacity for the security system.

Clunk From Rear Suspension: '98 Passport

On '98 Passports, excessive friction in the rear driveshaft slip yoke can cause a rear suspension clunk when you drive off or release the brakes.

To reduce this friction, remove the rear driveshaft boot, and lubricate the driveshaft splines with Super High-Temp Urea Grease (P/N 08798-9002, H/C 3720984). Use this grease sparingly though; too much of it can prevent full movement of the yoke and can cause other driveshaft noises.

When you reinstall the boot, secure it with two Honda universal CV boot bands, and tighten them with a boot band tool (T/N KD-3191, H/C 5816871). If you need instructions on using the boot band tool, refer to S/B 98-018, *Boot Band Tool*, filed under Tools.

Doors Lock/Unlock Themselves: '97-01 CR-V

On '97-01 CR-Vs, if the power door locks cycle (lock and unlock) *after* you lock or unlock the doors, a faulty driver's door lock actuator is the likely cause. To fix the problem, replace the driver's door lock actuator (P/N 72155-S03-J11, H/C 5196159).

Knock Sensor Circuit Malfunction: '99-01 Odyssey

On '99-01 Odysseys, a problem with the knock sensor or its wiring, or a faulty PCM, can cause DTC P0325 (knock sensor circuit malfunction), and consequently, TCS DTC 31 (engine retard command signal) to set.

A software bug in the PGM Tester may report DTC P0325 as a DTC P0330. It's a bogus DTC, so *don't* bother looking for it in the '99-01 Odyssey S/M; but *do* treat it the same as a DTC P0325.

To repair a knock sensor circuit malfunction (DTC P0325), here's what you do:

1. Check the knock sensor sub-harness between the knock sensor and the knock sensor connector C103 for damage. (For some unexplained reason, rodents like to snack on this sub-harness; the damage done can cause a short to ground.)
 - If the knock sensor sub-harness is damaged, replace the sub-harness. (Order P/N 30531-P8F-A00, H/C 5878327.)
 - If the knock sensor sub-harness is OK, go to step 2.
2. Do the troubleshooting steps on pages 11-118 and 11-119 of the S/M, and follow these guidelines:
 - If the wiring between knock sensor connector C103 and the PCM is OK on a '99-00 model, replace the knock sensor.
 - If the wiring between knock sensor connector C103 and the PCM is OK on a '01 model from VIN 2HKRL1...1H500001 thru 2HKRL1...1H536905, install a known-good PCM.
 - If the wiring between knock sensor connector C103 and the PCM is OK on '01 models from VIN 2HKRL1...1H536906 on, replace the knock sensor.

Rear A/C and Airflow Control: '99-01 Odyssey

On '99-01 Odysseys, the rear A/C control dial in the center of the dashboard selects the direction of the airflow in the rear of the vehicle, except when the dial is set to the RR position.

Rear A/C Control Dial (Center of Dashboard)

- When you set the dial to the OFF position, no air flows from the rear vents, and the rear A/C passenger control panel is disabled.
- When you turn the dial *counterclockwise* from the OFF position, the rear A/C passenger control panel is disabled, and the rear fan speed and the airflow increase. *Fully cooled* air from the rear A/C unit flows through the four rear ceiling vents, if the A/C switch on the front control panel is turned on.
- When you turn the dial *clockwise* from the RR position, the rear A/C passenger control panel is disabled, and the rear fan speed and the airflow increase. *Fully heated* air from the rear A/C unit flows through the two rear floor vents.
- When you set the dial to the RR position, the rear A/C passenger control panel is enabled. A second row passenger can then adjust the fan speed and the airflow.

Rear A/C Passenger Control Panel (On Ceiling, Behind Driver's Seat)

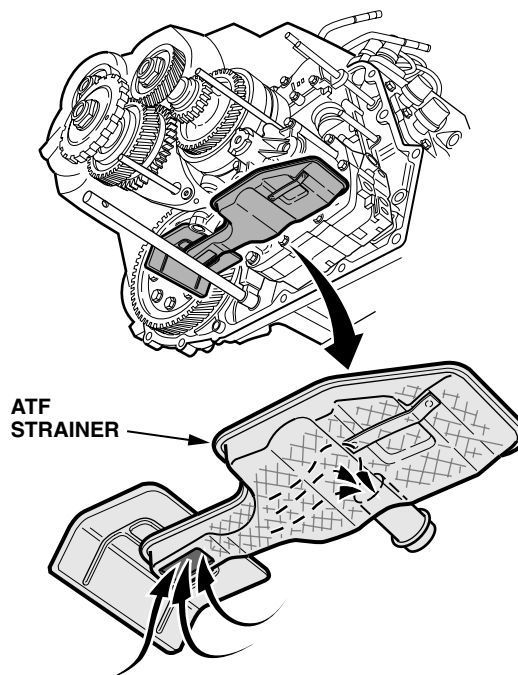
- When you set the heating/cooling/air flow control dial to the *heating* position (the figure enclosed in the red box) *fully heated* air flows from the two rear floor vents. You can control the amount of airflow with the fan speed control dial.
- When you set the heating/cooling/air flow control dial to the *cooling* position (the figure enclosed in the blue box), *fully cooled* air flows from the four rear ceiling vents, if the A/C switch on the front control panel is turned on. You can control the amount of airflow with the fan speed control dial.

NOTE: The rear A/C passenger control panel does *not* allow for any blending of heated and cooled air. Depending on how you set the control dial, you get either fully heated air blowing at your feet or fully cooled air blowing on your head.

For more info on heating and cooling, refer to the appropriate Odyssey O/M.

A/T Slippage: '90-93 Accord

On '90-93 Accords, a blocked pickup screen on the ATF strainer can cause the A/T to slip. In this condition, the A/T works normally after the vehicle sits for a few hours, then it begins to slip after you drive the vehicle a few miles.



To check the A/T, connect a pressure gauge, and measure the line pressure while the A/T is working normally and again when it slips. If the line pressure drops when the A/T slips, chances are that material from the torque converter lockup clutch is blocking the pickup screen. If the pickup screen is blocked by this material, you'll need to replace the A/T with a remanufactured unit or completely overhaul it. [With a warranty or a vehicle service contract (VSC) repair, you'll need to use a remanufactured unit; overhauling the A/T is *not* allowed.]

Remanufactured A/Ts come with a torque converter and an in-line filter; the only other thing you really need to do is to flush the ATF cooler on the bottom of the radiator.

If you decide to overhaul the A/T, you'll need to replace the ATF strainer, replace the torque converter, and flush the ATF cooler.

When adding or replacing the ATF, make sure you *always* use Honda ATF-Z1 (P/N 08200-9001, H/C 6512628).

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